

WINE AND SPIRIT MERCHANT.
CHAZALON & Co.
MAKERS AND FRENCH RESERVES IMPORTERS.
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

GRAND PRIZE PARIS 1900
The Highest Possible Award
Joseph Gillott's
PENS
Of Highest Quality, & Having Greatest
Durability, are Therefore
CHEAPEST.
The only Award Chicago, 1893

No. 13,562.

號二十月九年六零百九千一英

HONGKONG, SATURDAY, SEPTEMBER 22, 1906.

日五初月八年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. ptes. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MAGEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO IN THE FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price ... \$10.

FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—
9, QUEEN'S ROAD CENTRAL.

Hongkong.

Hongkong, July 10, 1906.



NOTICE.

THE SALE OF SUNDRY NAVAL,
VICTUALLING, OBSOLETE AND
CONDEMNED STORES will take place
on TUESDAY and WEDNESDAY, the
25th and 26th September, 1906, com-
mencing each day at 10 a.m. sharp, instead
of as previously advertised.

HUGHES & BOUGH,
Government Auctioneers,
Hongkong, September 20, 1906. 1820



NOTICE.

TENDERS are invited for the supply to
H.M. NAVAL YARD of the under-
mentioned TIMBER MATERIALS for
one year from 12th October, 1906, viz.:—
TEAK, PAKEL, THICKSTUFF,
AMERICAN FIR, SCANTLING, PLANK,
CAMPHOR WOOD, AND BOARD,
HARDWOODS.

OREGON SPARS.
Form of tender, and information in
regard to the condition of contract, &c.,
can be obtained on application to the NAVAL
STORE OFFICER, H.M. Naval Yard. To
enable persons tendering to estimate what
stock they would be expected to keep, they
will be provided, if necessary, with a state-
ment showing the condition of the
different descriptions of material during
the twelve months ending 30th June last.
A deposit of one hundred dollars will be
required with each tender, but this will
be returned on the acceptance or rejection
of the same. The tenders, which will be
received till Noon on 28th inst., should be
sealed and addressed to the COMMODORE,
H.M. NAVAL YARD.

Hongkong, September 19, 1906. 1817



THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters viz.:—

- Whether the administration of the
Sanitary and Building Regulations
enacted by the Public Health and
Buildings Ordinance, 1905, is now
carried out in a satisfactory manner, and if not,
what improvements can be made.
 - Whether any irregularity or corrup-
tion exists or has existed among the
officials charged with the adminis-
tration of the aforesaid Regulations.
- The Commission earnestly invite the
advice of all persons who are acquainted
with the matters in question, and who
desire to offer in connection with the
matters aforesaid to the Undersecretary.
Any person so invited as a witness in the
enquiry aforesaid who in the opinion of the
Commissioner is a fit and true dis-
closure touching all the matters in respect
of which he is examined will receive a
certificate from the Commission which will
protect the witness against any civil or
criminal proceedings which may be in-
stituted against such witness in respect of
any matter touching which he has been
examined.

By Order,
W. BOWEN ROWLANDS,
Secretary.
Hongkong, July 7, 1906. 1830

Business Notices.

INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.

W. S. BAILEY & CO., Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. POWAN, 3,338 tons, Captain W. A. Valentini.
s.s. FATSHAN, 2,280 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,935 tons, Captain J. J. Lousias.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.
(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. HONAM, 2,365 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excur-
sions, leaving Hongkong at 4.30 a.m., and a Second Departure about 7 p.m.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a S. cond
Departure about 7 p.m. On Sundays about 3 p.m. (See Special Expresses).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVA-
TION COMPANY, LTD. AND THE IND-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAIYAN, 688 tons, Captain J. Willis.

s.s. NANNING, 669 tons, Captain C. Burchett.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANAGER, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD AND SWIRE,

Agents, CHINA NAVIGATION CO., LTD

R. HOUGHTON.

NAVAL, MILITARY AND CIVIL TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, September 12, 1906. 1190

HONGKONG FOOTBALL CLUB.

THE ANNUAL MEETING will be held
in the HONGKONG HOTEL, on
MONDAY, 24th instant, at 5.15 p.m.
R. H. CROFTON,
Hon. Secretary.

Hongkong, September 18, 1906. 1811

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING
of the above SOCIETY will be held
in the CITY HALL, on FRIDAY, 28th
inst., at 5.30 p.m.

W. ARMSTRONG,
Hon. Secretary.

Hongkong, September 20, 1906. 1826

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING
of the MEMBERS of the above Club
will be held in the Pavilion on WEDNES-
DAY, the 26th instant, at 5.30 p.m.
By Order of the Committee,

A. R. LOWE,
Secretary and Treasurer.

Hongkong, September 18, 1906. 1813

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GEN-
ERAL MEETING of SHARE-
HOLDERS in the above Company will be
held at the Company's Office, on SATUR-
DAY, the 29th SEPTEMBER, at Noon,
for the purpose of receiving the Report of
the General Managers, together with a
Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 22nd to
the 28th September, both days inclusive.

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, September 17, 1906. 1808

NORTH BRITISH AND MERCHANT INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905,
£17,837,119.
I—Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital 2,687,500 0 0
II—Vital Funds 3,356,720 19 8
III—Life & Annuity Funds 13,792,898 8 8

217,837,119 8 1

Revenues Fire Branch 2,061,044 19 8

Life & Annuity 1,713,808 19 10

Branches, etc. 23,774,865 19 8

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

By Order,
SHEWAN, TOMES & CO.,
Agents.

1557

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

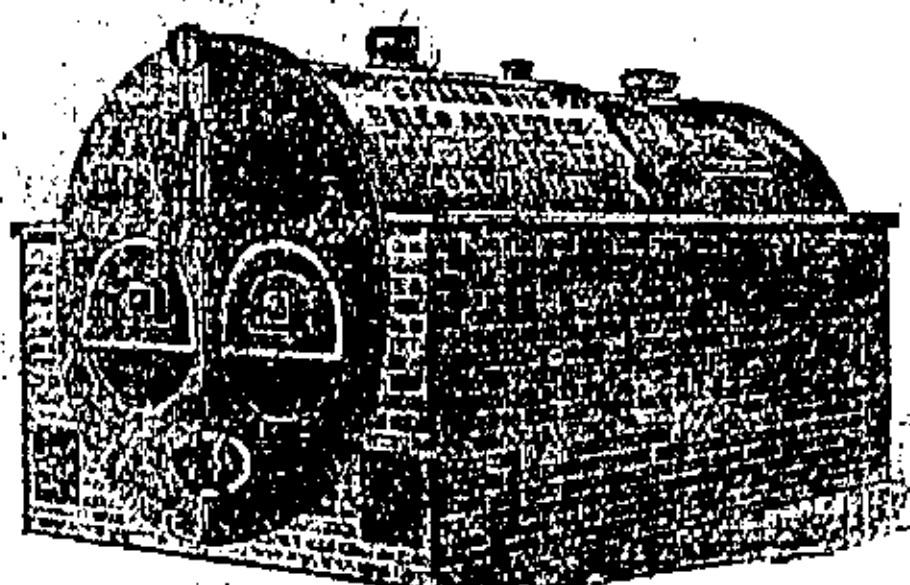
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN
Bags of 1 cwt. each.

Office: 6, DES VEGUX ROAD.



LANE, CRAWFORD & Co.

JUST RECEIVED NEW CONSIGNMENT OF

'WALK OVER' BOOTS

BLACK VARIOUS
BROWN SHAPES
PATENT AND SIZES.



LANE, CRAWFORD & CO.

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
H. HAYNES, Manager.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1865

N. LAZARUS

OPTICIAN.

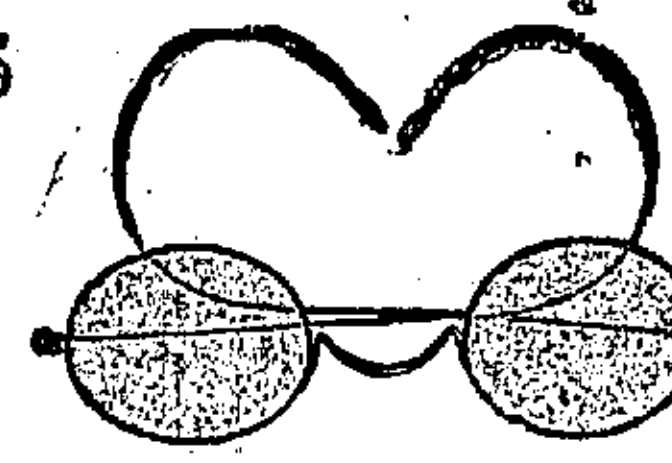
No. 5, PEDDER STREET.

(UNDER HONGKONG,
527 HOTEL).

SIGHT TESTED
FREE.

LENSES GRIND-
REPAIRS

A SPECIALITY.



MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane)

SPLENDID PHOTOGRAPHS OF DAMAGE DONE
BY THE TYPHOON.

TAKEN THE SAME DAY.

One Hundred Views to Select From.

Hongkong, September 19, 1906. 1178

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO
THE MANAGER. 604

CAMPBELL, MOORE & CO., LIMITED.

CLEARANCE SALE.

COMMENCING ON

MONDAY, the 17th inst.

FOR 2 WEEKS ONLY.

EAST PRAIA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY SIR PAUL
CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'CHINA MAIL' Office,
5, Wyndham Street.

Price 50 Cents each.

'REFORM IN CHINA.'

BEING a letter addressed to Rear-
Admiral Lord CHARLES BERRARD,
C.B. M.P. And an article in reply to
'CHINA: THE SLEEP AND
AWAKENING.'

To be had in pamphlet form at the
'CHINA MAIL' Office, 5, Wyndham Street.

Price One Dollar

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS.

235.

FAIRALL & CO.

DRESSMAKERS & MILLINERS.

ARE NOW SHOWING

A GOOD SELECTION OF SMART NEW FOULARDS
AND WASHING SILKS, VOILES, EOLIENNES, etc.

In all the New Art Shades.

NEW KID GLOVES.

7 & 9, Pedder Street (Hongkong Hotel Building).

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER. 1151

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

CHAMPAGNES

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL.

(Next Door to H. PRICE & Co.)

All Kinds of FURNITURE, CARVED (ANTON BLACKWOOD, CROCKERY and GLASS

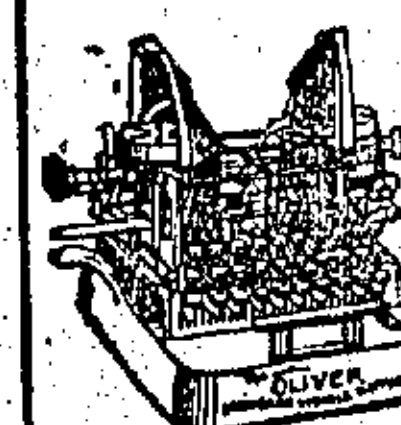
A WARE KITCHEN UTENSILS, etc., etc.
AT MODERATE PRICES. 179

THE OLIVER TYPEWRITER

VISIBILITY.

SIMPLICITY.

DURABILITY.



UNRIVALLED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,

GENERAL AGENTS
FOR HONGKONG & SOUTH CHINA.

Hongkong, April 21, 1906.

GEO. GRIMBLE,

MANAGER.

14, DES VEGUX ROAD CENTRAL.

729

TRY OUR V. O. S.

THE BEST WHISKY OBTAINABLE

Caldbeck, Macgregor & Co.

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

THE TYPHOON.

AN IMPRESSIONIST SKETCH OF THE DISASTER.

Many of our modern philosophers have rightly or wrongly accepted the doctrine, which we neither affirm nor reject, but content ourselves with stating, that the business of destruction in the domain of Physics is from time to time a necessary work, subject to immutable laws, many of which are yet obscure and inscrutable. Our own experience admonishes us that the visitations of widespread destruction to large areas of territory and to enormous numbers of the human family at different points, occur with deadly sequence, persistence, and perseverance.

This Hongkong typhoon with its tale of appalling loss and destruction comes within these laws.

Possibly some among us may find some grains of consolation in the fact that our calamity is not comparable in magnitude, in its destructive force, in loss of life, nor in the area covered, with former similar disasters within the memory of persons still living. Take for example the great typhoon of Calcutta, of November 1, 1867, in which there were ninety thousand (90,000) persons drowned, with vast destruction and injury to shipping and property generally, as well as widespread devastation of territory, and ruin of all crops throughout Lower Bengal. And we should bear in mind the destructive typhoon in South East Bengal, on October 31, 1876, in which two hundred and fifteen thousand (215,000) persons perished, and this loss of life was also accompanied by destruction of property on an immense scale.

These catastrophes were of such vast proportions that they may seem to dwarf our local sense of loss for a moment but yet, with the appalling evidence before the physical eye, of our own present tangible and visible calamities, these are apt to remain vividly with us while memory holds its seat. For obvious, cogent, and valid reason, this disaster cannot fail to be justly deemed one of the most terrible object lessons of calamity which history records in this part of the world, a disaster the gravity of which it is almost impossible to properly estimate. But in every gigantic tragedy which presents itself in human affairs, if there be a careful investigation of the facts one is apt to discover some modifying or compensating circumstances, that, in some measure, relieve the situation and afford glimpses of hope shining through the black pall in which everything seems wrapped, as in a shroud. This even though there may be no escape from the fact that we are confronted here by a catastrophe of rare magnitude, and that, for many, with all their property gone, beyond redemption, scarcely anything is left except a laudan and menacing sky over their heads with their little stars all blotted out and despair looming large on the horizon.

We have personally devoted some time to a partial survey and reconnoitring of the field, so to speak, after the Fates and Furies had done their worst, and wholly accomplished this work of ruin and devastation, and we have made as careful an examination of the situation as our necessarily limited time and opportunities would permit. We have inspected the principal high ways and bye ways of the city. We mixed with many people and discussed recent events with them, here and there. Our present purpose is to pass in brief review, the external appearance of the streets, or the physical aspect presented by the principal parts of the city during this trying time; and with the desire to discover, as far as possible, the real mind the true mental attitude and feeling, of the mass of our people, gentle and simple, on the subject of the dire calamity which has befallen so large a number of the inhabitants foreign and native. At one point, we came upon the wrecks of three launches—and within a short distance we notice what remains of two big ships, with little more than the funnels visible and of like scenes there are many similar recurring at intervals. Here and there, along the water front are many irregular groups of piles, some two or three piles in a group, some half a dozen to a dozen, all grim and silent witnesses that those well known large wharves equal to the needs of big ships had at one time stood there or thereabouts. A slight inspection of the flotsam and jetsam, the *debris* which are evidence broadcast, everywhere, on the waters, discloses proof of the wholesale destruction of craft of almost every conceivable description from the largest schooner to the smallest.

At nearly every important point during our visitation to the water front, we found sympathetic crowds inspecting the big plain items of disaster that stare one in the face, the proofs almost everywhere presented of calamity.

At intervals, along certain portions of the harbour we found men still dragging the waters of the bay, searching for the dead bodies, though several days have elapsed since the catastrophe. But the one supremely sad and awful exhibit which seems to tower above all others in its appeal to human interest in all this gruesome and veritable saturnalia of destruction was presented, when we visited the big Police shed near Police Station No. 2, where a large number of the bodies recovered at many points from the water were together, nearly all of them in coffins, awaiting transportation to their respective final resting places—all victims of the maelstrom of the typhoon. The weather being still warm decomposition was obviously advancing as demonstrated by the deadly odours emitted by the cadavers, which were stifling and oppressive, and made the good work of the Police officers and persons employed on this duty very difficult in this extemporized morgue. It

is an impressive and a supreme and and melodramatic spectacle. "To see that sight is one's very soul."

Nor were instances wanting, some reported and some not reported, of magnificent and unsurpassed personal daring and gallantry in the noble effort to save human life. We heard a considerable number of narratives which reflect great credit on all parties concerned and we hope, at another time, to give them special and honourable mention.

All along the water front, as well as in the streets which we visited, we found a general rule that the doors were closed and business either partially or wholly suspended. This comment applies to nearly all the foreign stores, offices, and places of business, as well as to the principal Chinese Hong, and in those stores that were open men sat idly doing no business, but discussing the wreckage wrought by the typhoon. In short, the whole City presents an aspect of deep mourning, but, like Hamlet, without external trappings of mourning, and for substantially the same reason because they "had that within which passeth show," and therefore the emblems of mourning are superfluous.

So far for the external appearance presented by things in the City. Now as to the conversation and discussions heard, here, there and everywhere, in groups small and large, they were invariably on the subject of the catastrophe which was uppermost in every one's thoughts. A deep sense of the loss of his Lordship the good Bishop of Victoria, and of the other foreigners who were drowned was acutely felt and expressed by many whose regret and sorrow were manifestly sincere, and this was, in almost every instance, accompanied by, we believe, equally sincere regret and sorrow for the tragic end of so many natives, who also by the Decree of the Fates or the Furies had to travel the same road in one dread burial boat.

When times are good and a wave of property arrives here, gliding in glowing and glorious rainbow colours, everything on our horizon—in such rippling and balmy times of well being and comparative affluence, all classes in a quiet way enjoy the good things incident to the period. We have had many such experiences as these, and we are familiar with them; and we hope in the whirligig of time and events they may come round again; but, just now, we are passing through quite a different experience, the reverse of all that, a period that tries the souls of a large proportion of our population, who in their present dire necessity deserve aid, we hope, will receive not only the genuine sympathy to which we have referred, but also some practical financial help from those more fortunately placed, as the outcome of that earnest sympathy. They certainly need very badly a little timely help, in these dark and evil days, upon which they have fallen, and we earnestly urge upon those who are competent to render assistance that the indispensable help be promptly extended to the needy; each one contributing something, according to his means.

It seems to us that one important lesson is abundantly clear, if it were not so previously, by actual demonstration—that a great common calamity, touching any large section of the community, welds the whole of the people very closely together, under the influence of the common sentiment of unselfish and authentic sorrow and sympathy.

And herein, the philosophic moralist may find much food for reflection. Carlyle was right when he declared: "Wondrous are the bonds that unite us, one and all, in indissoluble sympathy whether we happen to be united by the soft bindings of love and friendship, or by the sterner needs of business and commerce, or by the iron chain of necessity."—Contributed.

Search for the Bishop's Body.

The search for the body of Bishop Hoare was continued again to day by the harbour office launch "Stanley" and two torpedo-destroyers sent out for the purpose by the Commodore.

The Captain of the steamer "Shaohsing" reported to the harbour office having seen the body of a European of the Brothers yesterday, and it was thought that it might be that of the Bishop, but up to 4 o'clock to-day the search parties had not returned and there was no news as to the success or otherwise of their mission.

The Tung Wah hospital also had four launches out all day searching for bodies. For the convenience of the shipping community the Harbour Office will remain open for business to-morrow as on an ordinary day.

At Aberdeen

During the past few days Aberdeen has in a sense been shut out from the city, but we have been able to obtain a report of what happened there when the typhoon struck the place.

The Chinese boat people were not prepared for the storm, although on the night previous there was a feeling of unrest amongst them. Some went into shelter but others did not, and when the typhoon came down with a roar it was too late. At the case up of the first squall the broken upturned junk or sampan, the passing spar, the floating timber told a story of sudden and awful deaths.

Midst the fearful struggle of life and death some were fortunate to get shelter under the lee of the steamship "Brand," which had left the Dock and was proceeding to sea when the full force of the typhoon struck her. With engines full ahead, both anchors hanging on sixty fathoms of chain and also holding the Dock buoy grimly she just escaped going ashore.

Short as the duration of the storm was the loss of life and damage to property was great. In so strong and blinding a gale

and with so heavy a sea running anything in the way of rescue parties was impossible. Some rescues, were, however, effected. Many people were safely got ashore on the dock premises as their craft dashed to pieces against the walls or caissons. One poor woman had been saved from death in the water to immediately meet it on land. She had got ashore and crept under the lee of the Dock boundary wall when a number of large junks came crashing into the wall on the other side. The wall fell and buried the woman, killing her. Another junk crashed into a dock caisson and fire water soaked creatures aboard leaped on the caisson on whose deck, though swept by the sea, they clung in safety, being rescued by the Dockmaster and the Chief Officer of the s.s. "Telenachus."

Like a denunciation of the Gods at the height of the tempest came a sudden crash of artillery, followed by a gleaming stroke of lightning. The squalls eased in intensity and but a short time afterwards one viewed in bright sunshine the storm sent's cruel and awful visitation, its trail being red with the blood of hundreds of poor drowned and mutilated boat people.

Launches.

We understand that the Milling Company's "Canada" having been lost in the typhoon she has been replaced by the "Christine," Sir Paul Chater disposing of his handsome boat at a good figure to the Milling Company.

The bathing parties that had to depend upon hired launches have all been suddenly stopped by the typhoon. The launch owners will not supply launches except at a high figure, and this combined with the state of the water at this period has compelled many bathing parties to disband.

The Damaged Shipping.

The German steamer "Johanne" which sank in Yaumati Bay during the typhoon was pumped out yesterday by the Salvage steamer "Protector" and was successfully towed off this morning. She has a large hole in the bottom and her port quarter is badly stove in and will have to go into dock when the Dock Company can deal with her.

Early this morning Admiral Jonquieres, second in command of the French Far Eastern Squadron, arrived in the harbour on board the cruiser "Guichen" and he held at the Offices of the Company, on Saturday, the 20th September, at noon.

The General Managers have now to submit to the Shareholders their Report on the Twenty-Third Year's Working of the Company, ended 30th June, 1906.

After paying all Running Expenses, Premiums of Insurance, Remuneration to the Consulting Committee, and Auditors Fees, the amount at credit of Profit and Loss Account is \$81,593.45, which with the consent of Shareholders it is proposed to appropriate as follows:—

"To pay a dividend of 5 per cent on the Capital of the Company, absorbing \$50,000 and to write off the balance of \$11,593.45 from the value of the Company's properties on June 30th last."

The measure result of the year's working, is attributed to the general dullness of trade, keen competition, and consequent low rates of freight, but chiefly to the inordinately high price of fuel during the period under review, which has been a serious factor against profitable working of the steamers.

The Company's steamers have been maintained in their usual state of efficiency, and are in first class order.

An accident to the tail shaft and stern tube of the *Haimun* in March last, entailed extra docking expenses, and an enforced withdrawal from the line at a time when her services were badly needed.

The amounts as Freight due and Accounts receivable have since been collected.

CONSULTING COMMITTEE.—Since last General Meeting, Mr C. Dickson, Mr W. J. Gresson and Mr A. B. Babington resigned their seats on the Board and the Hon. Mr W. J. Gresson and Mr A. Babington were invited to fill the respective vacancies. The late Mr O. H. Thompson resigned his seat on leaving the Colony. The Committee now consists of Mr A. Babington, the Hon. Mr W. J. Gresson and Mr A. B. Wood, who retire in terms of the Articles of Association but being eligible offer themselves for re-election.

DOUGLAS LAPHRAE & Co., General Managers.

A CO-OPERATIVE SUCCESS.

The Framingham Agricultural Co-operative Society of England, which makes a specialty of the egg trade, has, during the past six months, gathered in its district of Suffolk more than half a million eggs, the exact figure being 630,615, an increase of nearly 100,000 on the same period of last year. The farmers have benefited to the extent of between £300 and £400, owing to the difference between the prices formerly paid by dealers and those given by the society. This is cited as a striking example of how easily the farmer can command the home market.

INFANT MORTALITY.

THE attention of the Town Council at Johannesburg, Transvaal, was last week directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died, in December, of an investigation with a view of tracing the source of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

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numerous than ever, and reports from the islands outside of the harbour are to the effect that the foreshores are covered with dead. The police, of course cannot be everywhere at the same time and are naturally attending to those areas closest to the city first. The fact that most of the department's launches suffered severely in the typhoon has also handicapped them but in the outlying districts the Tung Wah hospital's staff are doing good work and have already picked up, according to returns up till this morning, 200 bodies and buried 114.

The harbour office launches are also working at high pressure to try and clear the harbour of wreckage and restore different services performed by the department and have succeeded in greatly improving the state of things afloat.

Tables and returns of the dead bodies recovered that have so far been published have been highly misleading, having much more than doubled the number of bodies that have actually been recovered by the police. The mistake that has apparently been made by our contemporaries is that of including the number of people reported as missing with the number of bodies picked up under the heading of "bodies recovered."

The official returns kindly placed at our disposal by Inspector Baker, Chief Police Inspector, are given below, together with figures supplied by the Tung Wah Hospital this morning. These returns are from police reports up till this morning and deal with the police work up to last night. To-day very large numbers of bodies are reported to be gathered in but returns regarding these are of course, not yet available. The returns are as under:—

REPORTED MISSING.	BODIES RECOVERED.	BOATS LOST.
Central... ..	21	11
West Point... ..	50	60
West Point... ..	35	4
Hungsham... ..	37	36
Water Police... ..	179	88
Yau-mai... ..	43	45
Stanley... ..	4	2
Kowloon City... ..	32	2
Shaohsing... ..	410	6
Aberdeen... ..	65	28
Other Stations... ..	50 about 20	about 100
Tung Wah Hospital	200	
	1147	493

THE DOUGLAS STEAM-SHIP CO., LTD.

The following is the Report for Presentation to the Shareholders at the Twenty-Third Ordinary General Meeting, to be held at the Offices of the Company, on Saturday, the 20th September, at noon.

The General Managers have now to submit to the Shareholders their Report on the Twenty-Third Year's Working of the Company, ended 30th June, 1906.

After paying all Running Expenses, Premiums of Insurance, Remuneration to the Consulting Committee, and Auditors Fees, the amount at credit of Profit and Loss Account is \$81,593.45, which with the consent of Shareholders it is proposed to appropriate as follows:—

"To pay a dividend of 5 per cent on the Capital of the Company, absorbing \$50,000 and to write off the balance of \$11,593.45 from the value of the Company's properties on June 30th last."

The measure result of the year's working, is attributed to the general dullness of trade, keen competition, and consequent low rates of freight, but chiefly to the inordinately high price of fuel during the period under review, which has been a serious factor against profitable working of the steamers.

The Company's steamers have been maintained in their usual state of efficiency, and are in first class order.

An accident to the tail shaft and stern tube of the *Haimun* in March last, entailed extra docking expenses, and an enforced withdrawal from the line at a time when her services were badly needed.

The amounts as Freight due and Accounts receivable have since been collected.

CONSULTING COMMITTEE.—Since last General Meeting, Mr C. Dickson, Mr W. J. Gresson and Mr A. B. Babington resigned their seats on the Board and the Hon. Mr W. J. Gresson and Mr A. Babington were invited to fill the respective vacancies. The late Mr O. H. Thompson resigned his seat on leaving the Colony. The Committee now consists of Mr A. Babington, the Hon. Mr W. J. Gresson and Mr A. B. Wood, who retire in terms of the Articles of Association but being eligible offer themselves for re-election.

DOUGLAS LAPHRAE & Co., General Managers.

A CO-OPERATIVE SUCCESS.

The Framingham Agricultural Co-operative Society of England, which makes a specialty of the egg trade, has, during the past six months, gathered in its district of Suffolk more than half a million eggs, the exact figure being 630,615, an increase of nearly 100,000 on the same period of last year. The farmers have benefited to the extent of between £300 and £400, owing to the difference between the prices formerly paid by dealers and those given by the society. This is cited as a striking example of how easily the farmer can command the home market.

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THE TYPHOON STORY

FULL AND COMPLETE.

ILLUSTRATED WITH GOOD VIEWS.

A SPECIAL EDITION OF THE

'CHINA MAIL'

will be issued on

TUESDAY.

POST BY THE EMPRESS AND IT WILL REACH HOME AS SOON AS TO-DAY'S MAIL.

SPORTING.

The V. R. C. Sports.

A meeting of the committee of the Victoria Recreation Club was held at noon to-day when it was decided to hold the Annual Aquatic Sports, though the programme was curtailed, the diving events, among others, being struck off. A sub-committee was appointed to go into the question of transferring the site of the club from Kowloon to Hongkong and a report will be furnished within a few days.

BY WHARF AND WAVE.

Fairplay says:—The steel s.s. "Coptic," 4,360 tons gross, 2,744 tons net, built and engaged by Messrs Harland Wolff, Belfast, in 1881, with engines, in 1894, 47in., 47in., and 78in., by 60in. stroke; and the steel s.s. "Doric," 4,680 tons gross, 2,936 tons net, built and engaged by Messrs. Harland and Wolff, in 1885, with engines, in 1895, 28in., 47in., and 78in., by 60in. stroke, and owned by the Oceanic Steam Navigation Co., Ltd. (Messrs. Jerny, Laurie, and Co.), Liverpool, have, it is reported, been sold to the Pacific Mail Steamship Co., San Francisco, but will continue under the British flag.

It is announced in Belfast that one of the largest ship-building orders placed in that city for some time has been given to Messrs. Harland and Wolff by the Holland-American Line, of Rotterdam. They have ordered from the Queen's Island firm a steamer of 23,000 tons gross for their Atlantic service, to be delivered in 1908. The new liner will be 650 feet long and 77 feet wide. It is understood that she will be laid down in the north yard. This steamer will be the biggest ever built in Belfast, save the "Baltic" and "Adriatic." She will be a little larger than the monster Hamburg-American liner "America," constructed in 1905, and between 5,600 and 6,000 tons bigger than the "Nieuw Amsterdam," which was delivered to the Holland-American Line early this year by Messrs. Harland and Wolff.

TO COMMEMORATE THE PEACE NEGOTIATIONS.

A San Francisco telegram of Sept. 6 says that it has been decided to erect a bronze monument in the main street of Portsmouth, U.S.A., to commemorate the historic event of the successful meeting of the Japanese and Russian Peace Commissioners at that town at the instance of President Roosevelt. The monument is to be designed by an American sculptor of the highest repute, and the elevation of its site will make it a conspicuous object in the landscape. President Roosevelt, who is very much pleased with the proposal, intends to be present at the unveiling ceremony.

WOMEN OF NERVE.

Women's nerve in the presence of danger was put to a test at Conny Island recently, when applicants for the post of liontamer at a well-known menagerie were invited to enter the lions' den in order that a final choice might be made. The salary offered was £20 a week, and there were sixteen applicants, whose number, however, was reduced to forty when the manager informed them that before any one could enter the den they must all sign an agreement freeing the proprietors of all liability in case they were eaten.

Nine more disappeared when the lions began to roar fiercely, and only thirty-one actually entered the cage. As a test of their courage, Victoria, an ill-tempered old lioness, was admitted from the inner portion of the cage. When she growled several of the women fainting, and only three showed real presence of mind, and proved themselves fearless of danger.

These three—Miss Kailer, Miss Armstrong, and Miss Breen, all New York girls—will be required to give an exhibition of their nerve daily for a week, after which a final choice will be made. Miss Breen told an interviewer she was "afraid of nothing that walked, so long as it didn't crawl." For another £20 a week, she added, "I would put my head in a lion's mouth."

YARN MARKET.

Messrs Cawassjee, Pallanjee and Co. report:—

As mentioned in our last report of the 7th inst. per s.s. "Malta" it has been decided by the importers of yarn at request of the Chinese dealers to suspend operations for a further period of 2 months say from 17th instant to 17th November next. Meanwhile the dealers are unloading their holdings to the country buyers at a sacrifice of 83 to 85 per bale, but as the demand from the country is not large deliveries still continue very slow. Arrivals per steamer "Bombay Maru," "Ponia," "Kutsang," "Delhi" and "Lightning" of about 6,400 bales. Shipment to Shanghai and Northern Ports of about 2,000 bales. The unsold stock is estimated at about 92,000 bales.

LOCAL YARN.—Is also at a standstill, the mill working only 1 to 2 days in the week. JAPANESE YARN.—No business is reported in these threads.

Messrs Phiroosha B. Petit and Company report. Our last circular was dated the 7th instant. During the interval of the fortnight no feature of interest has arisen to alter the position of our market as last reported.

As has been anticipated, the Chinese dealers, on the eve of the expiration of the thirty days conceded to them, by mutual agreement, since the 17th August to work off their stock, have approached importers of whom they requested a further concession. Instead of limiting to the shorter period of one month, the natives sought to obtain an extension of the agreement for two months operative as from the 17th September, 1906. Ever ready to respond, importers met the dealers in a liberal spirit and granted the required time to enable operators to clear their previous high-priced purchases. This concession was, however, possible only after a meeting of importers had considered the expediency of acceding to the proposal. The meeting was held at the office of Messrs S. J. David and Co., on the 10th September, 1906. It was presided over by Mr A. J. Raymond. The meeting unanimously resolved to withhold selling further either to foreigners or Chinese dealers in Hongkong or at the Coast Ports within the limited time period of two months as from the 17th inst.

During the interval what sales the Chinese managed to effect among themselves were of the most meagre description. A lot of, say 1,200 bales in all was disposed of. Clearances have certainly been disappointing slow; but what with the uncertain course of exchange and the most recent catastrophe which befell the Colony on the 18th inst. to further accentuate the stringency of the money market, it will be generally conceded that, even with the further extension of time, at the end of the two months the outlook will be hardly more promising than it is at present. We may expect, therefore, that the clearances will not amount to any appreciable quantity.

A typhoon of short duration but of great severity swept over the Colony on the morning of the 18th September, 1906, doing damage to life and property to an extent rarely appalling. Up to date of writing a conservative estimate places the Colony's loss at \$30,000,000. A large quantity of cotton yarn stored at Kowloon has been more or less seriously damaged by rain and sea water. At the moment it is not possible to ascertain exactly the number of bales damaged; but it should be safe to say that the quantity is a large one. By whom the loss will be borne it is no easy task to tell. It is fairly certain that before any decision can be arrived at, resort must be had to the arbitration of the courts. It is feared, however, that the burden of the loss will fall upon the shoulders of importers, if the ruling connected with the cases arising out of the Shanghai floods last year can be accepted as a precedent to determine the case now exercising the minds of cotton yarn importers in Hongkong.

No quotations can be appended to this circular, as we have no accurate idea what prices the various "counts" will fetch when the market re-opens. Arrivals.—Per steamers "Kutsang" and "Lightning" (from Glenties), and steamers "Bombay Maru," "Ponia" and "Delhi" (from Bombay) of about 6,000 bales for this port and 6,500 bales for Shanghai. Shipments.—To Shanghai and the Northern Ports about 4,500 bales. Unsold Stock.—About 92,000 bales. Unsold Stock.—About 92,000 bales.

NEW CONNAUGHT HOTEL.

HIGH-CLASS HOTEL

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE, CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON,

Manager.

Hongkong, April 12, 1906.

The ROBINSON PIANO COMPANY, LTD.

BUILD THE MOST SERVICEABLE PIANOS FOR THIS CLIMATE.

SOLIDLY CONSTRUCTED and all parts thoroughly seasoned at our Factory here.

PRICES FROM \$390.

CASH OR CREDIT.

HIRE FROM \$10 per month.

WEISMANN, LIMITED.

PURVEYORS TO HIS EXCELLENCY THE GOVERNOR OF HONGKONG.

BAKERS and CONFECTIONERS.

REFRESHMENTS for the HOT SEASON.

ASSORTED ICE CREAMS always on hand.

ICE CREAM SODA

ICED SODA WITH

Fresh Lemon Juice, Raspberry Juice, Strawberry " Vanilla " Pine Apple " Red Berry " Lime " Borage and Pear " Sarsaparilla " Ginger and Apricot Juice.

Hongkong, May 26, 1906.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THAILAND, COCHINA AND JAPAN.

Edited by the SOCIETY OF THE "MISSIONARY BUREAU."

Translated by EDWARD HARTER PARKES and

Reprinted from THE CHINA REVIEW.

Price 50 Cents.

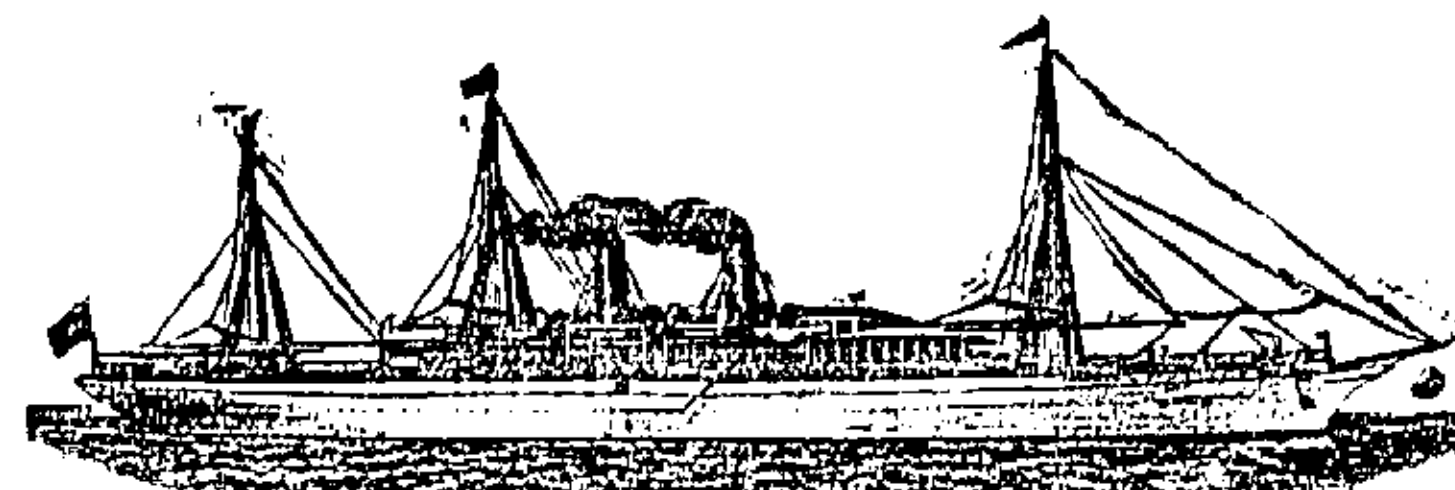
Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will despatch vessels to the Undermentioned PORTS on the DATE named.

MARSHALLS LONDON & ANTWERP, Via Suez, about 27th September. Freight only. P. & O. S. N. Co. Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only line that maintains a regular scheduled service of 11 days across the Pacific to the 'EMERALD LINE'.

Ship	Tons	Day	Month	Year
EMERALD	6,000	Thursday	Sept	27
EMERALD	6,000	Wednesday	Oct	3
EMERALD	6,000	Thursday	Oct	25
EMERALD	6,000	Wednesday	Nov	12
EMERALD	6,000	Thursday	Nov	29
EMERALD	6,000	Wednesday	Dec	16
EMERALD	6,000	Thursday	Dec	23
EMERALD	6,000	Wednesday	Jan	10

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULED SERVICE OF 11 DAYS ACROSS THE PACIFIC TO THE 'EMERALD LINE'. The only line that maintains a regular scheduled service of 11 days across the Pacific to the 'EMERALD LINE'. The only line that maintains a regular scheduled service of 11 days across the Pacific to the 'EMERALD LINE'.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILLINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations	Steamers	Sailing Dates
MARSHALLS, LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO AND PORT SAID.	AKI MARU, Tons 6,243, Capt. F. Sommer	WEDNESDAY, 3rd Oct., at Daylight.
VICTORIA, B.C., SEATTLE, TACOMA, YAKIMA, SHANGHAI, KOBE AND YOKOHAMA.	KAWACHI MARU, Tons 6,398, Capt. H. Petersen	WEDNESDAY, 17th Oct., at Daylight.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	AWA MARU, Tons 6,227, Capt. N. Trout	WEDNESDAY, 31st Oct., at Daylight.
BOMBAY, VIA SINGAPORE AND COLOMBO.	AKI MARU, Tons 6,243, Capt. F. Sommer	MONDAY, 15th Oct., at 4 p.m.
NAGASAKI, KOBE AND YOKOHAMA.	KAWACHI MARU, Tons 6,398, Capt. H. Petersen	TUESDAY, 13th Oct., at 4 p.m.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	AWA MARU, Tons 6,227, Capt. N. Trout	WEDNESDAY, 31st Oct., at Daylight.
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Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'DAKOTA', Captain E. FRANKS, On TUESDAY, 10th October, at Noon.
'MINNESOTA', Captain J. H. RINDER, On MONDAY, 3rd Dec., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of country cabin passengers return tickets are interchangeable with regular mail fares between Japan, China and Hong Kong.
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

Fortnightly sailings for London and Continent. Monthly sailings for Liverpool.

Taking cargo on through bills of lading for all European, North and South American, West Australian, Java, and Sumatra ports.

EUROPEAN SERVICE.

From	Steamers	To	Date
GLASGOW AND LIVERPOOL	MINNEAPOLIS	27th September.	
GLASGOW AND LIVERPOOL	NORFOLK	27th "	

HOMEWARDS.

From	Steamers	To	Date
LONDON, AMSTERDAM & ANTWERP	OVERSEAS	25th September.	
HAVER, ROTTERDAM & LIVERPOOL	KINTUCK	3rd "	

TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO.

Taking cargo on through bills of lading to all common points in the United States of America and Canada.

From	Steamers	To	Date
TACOMA, SEATTLE, VICTORIA	FOR	27th September.	
TACOMA, SEATTLE, VICTORIA	FOR	27th September.	

CHINA NAVIGATION CO., LD.

From	Steamers	To	Date
SHANGHAI	SHANGHAI	24th September.	
MANILA	MANILA	26th September.	
TIENTSIN	TIENTSIN	24th September.	
SHANGHAI	SHANGHAI	27th September.	
SHANGHAI	SHANGHAI	28th September.	

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table, & duly qualified Surgeons is carried.
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. Almond	Manila direct	Monday, Sept. 24, at 5 p.m.
ZAFIRO	2540	R. Rodger	Manila direct	Saturday, Sept. 29, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With liberty to call at the MALABAR COAST.)

S.S. SOUTH AMERICA... About 10th October, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Reminiscences of Interport	The Back Door.
By J. A. L. Reprinted from the 'CHINA MAIL' in Pamphlet Form. To be had at the 'CHINA MAIL' Office, 5, Wyndham Street. Price 60 Cents.	A SKETCH OF WHAT MIGHT HAPPEN. Reprinted from the 'CHINA MAIL'. To be had at the 'CHINA MAIL' Office, 5, Wyndham Street. Price \$1.00.

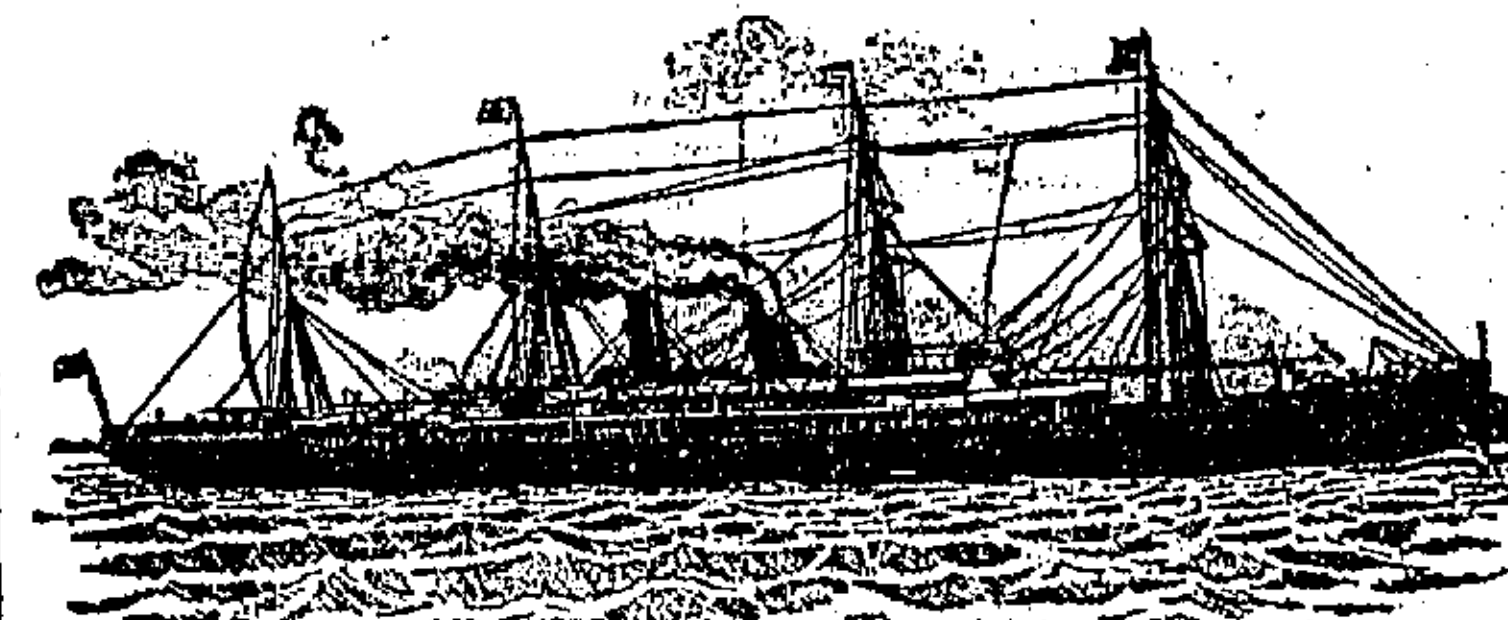
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PACIFIC MAIL S.S. CO.

OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

Ship	Tons	Day	Month	Year
COPTIC	9,000	Monday	24th Sept.	at Noon.
HONGKONG MARU	11,000	Tuesday	2nd Oct.	at Noon.
KOREA	18,000	Friday	12th Oct.	at Noon.
AMERICA MARU	11,000	Tuesday	2nd Oct.	at Noon.
SIBERIA	18,000	Tuesday	30th Oct.	at Noon.
CHINA	16,000	Tuesday	5th Nov.	at Noon.
MONGOLIA	27,000	Tuesday	13th Nov.	at Noon.
NIPPON MARU	11,000	Tuesday	20th Nov.	at Noon.
DORIC	9,000	Friday	30th Nov.	at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 18-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 18 hours.
Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 24th September, 1906, at Noon, taking cargo for Japan and the United States.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILLINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOBI, KOBE & YOKOHAMA; FOR

Ship	Tons	Captains	To	Date
ROMANTIA	4370	FELDMANN	Oct. 5, at Daylight.	
ARABIA	4483	MEYER	Nov. 6, at Daylight.	
ARAGONIA	5198	ERNEST	Dec. 19, at Daylight.	
VIOMEDIA	4370	G. MEYER	Dec. 4, at Daylight.	

Through Bills of Lading issued to Pacific Coast Ports and all Western Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD

PROJECTED SAILLINGS FROM HONGKONG (SUBJECT TO ALTERATION).

From	Steamers	To	Date
TIENTSIN, VIA SWATOW	CHIPSING	SUNDAY, Sept. 23, Daylight.	
AND CHEFOO			
SINGAPORE, PENANG	FOOKSANG	MONDAY, Sept. 24, at 3 p.m.	
AND CALCUTTA			
SHANGHAI	KWONGSANG	MONDAY, Sept. 24, at 4 p.m.	
SINGAPORE, PENANG	KUTSANG	THURSDAY, Sept. 27, at 3 p.m.	

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILLINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captains	To	Date
YVRA	4417	G. V. Williams	29th September.	
SHAWMUT	9606	E. V. Roberts	24th October.	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels insure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail' WITH AN APPENDIX

To be had at the Office of this Paper, 5, WYNDHAM STREET.

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WASHING BOOKS, (In English and Chinese)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, 50 Cents.

China Mail Office, 5, Wyndham Street

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW.

THE Company's Steamship HAITAN.

Captain J. S. ROACH, will be despatched for the above Ports on MONDAY, the 24th inst., at 2 p.m.

For Freight or Passage, apply to DOUGLAS, LAITRAK & Co., General Managers.

Hongkong, September 21, 1906. 1831

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING.

Captain J. G. SEVENS, will be despatched for the above Ports on TUESDAY, the 25th inst., at Noon.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, September 20, 1906. 1825

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, TIENTSIN, NAGASAKI, HIOGO AND YOKOHAMA.

THE Steamship PRINZ LUDWIG.

Captain von BIRZER, will be despatched for the above places on or about TUESDAY, the 25th of September.

For further particulars, apply to NORDEUTSCHER LLOYD, MELOERS & Co., Agents.

Hongkong, September 7, 1906. 1780

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANON, VENICE AND ADRIATIC PORTS.)

For information as to Passage and Freight, apply to SANDER, WHEELER & Co., Principals' Building.

Hongkong, September 4, 1906. 1743

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship SALAZIE.

Captain ANGLADE, will be despatched for MARSEILLES on TUESDAY, the 2nd October, 1906, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:

S.S. OCEANUS... Oct. 16, 1906.

S.S. TOURNAI... Oct. 30, 1906.

S.S. TONKIN... Nov. 13, 1906.

S.S. ARMAND BEHIC... Nov. 27, 1906.

S.S. ERNEST SIMONS... Dec. 11, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, September 19, 1906. 1815

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TROUS, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TAIWAN, &c.)

THE Steamship AUSTRALIAN.

Captain FR JOHN GORDON, will be despatched for SYDNEY on SATURDAY, the 29th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 6, 1906. 1789

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST

Proposed Sailings from HONGKONG.

STEAMERS. To SAIL. 1906

ERROLL... About Oct. 2

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

QUEEN'S BUILDINGS

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO ROTTERDAM AND NEW YORK.

STEAMER	Leaving	Connecting Steamer	Due at	Due at
to	Hongkong	from Colombo to	Marseilles	Plymouth
Colombo		Marseilles & London	(Brindisi 2 days earlier)	(London 1 day later)
* OCEANA	Nov. 17	INDIA	Sunday, Nov. 3	Sunday, Nov. 10
DELHI	Nov. 17	MONGOLIA	Nov. 17	Nov. 24
DELHI	Nov. 17	BRITANNIA	Dec. 1	Dec. 8
DELHI	Nov. 17	MOULTAN	Dec. 15	Dec. 22
MALTA	Dec. 1	HIMALAYA	1907	1907
DEVANHA	Dec. 15	MOLDAVIA	Jan. 12	Jan. 19
DELHI	Dec. 29	VICTORIA	Jan. 26	Feb. 2
ARADIA	Jan. 12, 1907	CHINA	Feb. 9	Feb. 16

* The "Oceana" proceeds through, and takes passengers for Marseilles and London without transshipment. Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following:

INTERMEDIATE (Not-Through) STEAMERS

WILL TRAVEY FOR

LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Tonnage	Leaving	Due at
		Hongkong	London
* MANILA	4500	Oct. 9	Dec. 10
* NILE	7000	Nov. 7	Dec. 24
* CEYLON	4500	Nov. 21	Jan. (1907) 7
* SUMATRA	5000	Dec. 5	Jan. 21
* NAMUR	7000	Jan. 2	Feb. 18
* NUBIA	6000	Jan. 16	Mar. 18
* BORNEO	6000	Jan. 30	Mar. 18

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. * Carry only First Saloon Passengers. * Carriage 1st and 2nd Saloon Passengers. For Passage, Apply to

F. A. HEWETT, Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination	To Sail
BRISGAVIA	SHANGHAI, KOBÉ & YOKOHAMA.	25th Sept.
HABSBURG	SHANGHAI, YOKOHAMA & KOBÉ.	29th Sept.
SEGOVIA	YOKOHAMA & KOBÉ.	Beginning of Oct.
SITHONIA	SHANGHAI, KOBÉ & YOKOHAMA.	14th Oct.
C. FEED. L. ABIS	SHANGHAI, YOKOHAMA & KOBÉ.	28th Oct.
ANDALUSIA	SHANGHAI, KOBÉ & YOKOHAMA.	13th Nov.
AMERICA	SHANGHAI, YOKOHAMA & KOBÉ.	27th Nov.

HOMEWARD.

(Taking Cargo at through rates to Australia, Africa, Europe, etc.)
LONDON, LIVERPOOL, GLASGOW, SWANSEA, PORTS IN THE LIVERPOOL & FALKLAND SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS; also via ADELS or PORT SAID by the "ARABIC PERSIAN SERVICE" to ADELS and PERSIAN GULF PORTS.

Steamers	Destination	To Sail
LIBERIA	FIUME & TRIESTE.	25th Sept.
Capt. Kier	via Singapore, Penang & Colombo.	
SENIGAMBIA	HAYRE, ANTWERP & HAMBURG.	10th Oct.
Capt. Peter	via Singapore, Penang & Colombo.	
SUEVIA	HAYRE, BREMEN & HAMBURG.	16th Oct.
Capt. Kiesel	via Singapore, Penang & Colombo.	
HABSBURG	NAPLES, HAYRE & HAMBURG.	2nd Nov.
Capt. Filler	via Singapore, Penang & Colombo.	
BRISGAVIA	HAYRE & HAMBURG.	16th Nov.
Capt. Hildebrandt	via Singapore, Penang & Colombo.	
SITHONIA	HAYRE & HAMBURG.	30th Nov.
Capt. Brehner	via Singapore, Penang & Colombo.	
REHANIA	NAPLES, HAYRE & HAMBURG.	14th Dec.
Capt. von Hoff	via Singapore, Penang & Colombo.	

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity, duly qualified Doctor and Stewardess on board. Laundry on board. * Taking cargo at through rates to Fiume, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

COAST SERVICE.

DAFNE	NAGASAKI AND VLADIVOSTOK.	Beginning of October.
* KOWLOON	SHANGHAI AND CHINKIANG.	Freight & Passengers.
* LYDIA	SHANGHAI AND CHINKIANG.	Freight & Passengers.

* Taking Cargo at through Rates to Tientsin and Chienliu.

For Freight and Passage, apply to

For Steamers of the Coast Service marked † to

SIEMSEN & CO. HAMBURG AMERIKA-LINIE HONGKONG OFFICE. 313

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

The Co's S.S.	For	Leaving
JOSHIN-MARU, Capt. A. Ohta,	TAMSAI, via SWATOW AND AMOY.	SUNDAY, Sept. 23, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidsides. Unvalued Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS.

STEAMERS	SAILING DATES, 1906.
PRINZ HEINRICH	WEDNESDAY, 28th Sept.
ONEISENAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
RODOLPH	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUTPOLD	WEDNESDAY, 19th Dec.
PRINZ RITEL FRIEDRICH	WEDNESDAY, 2nd Jan.
SEYDLITZ	WEDNESDAY, 16th Jan.

ON WEDNESDAY, the 26th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain OCHS, with MAILS, PASSENGERS, SPECIFIC and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 24th September, Cargo and Specific will be received on Board until 5 p.m. on TUESDAY, the 25th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00, and Parcels must not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$21.0.0	\$12.0.0	\$8.0.0
To Southampton, London, Bremen and Hamburg	\$21.0.0	\$12.0.0	\$8.0.0
To New York via Suez	\$41.0.0	\$24.0.0	\$16.0.0
To New York via Suez, via Naples, Genoa or Gibraltar	\$41.0.0	\$24.0.0	\$16.0.0
To Bremen or Southampton	\$13.0.0	\$8.0.0	\$5.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta, instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.

STEAMERS	SAILING DATES.
PRINZ SIGISMUND	TUESDAY, 10th Oct., 1906.
WILHELM	TUESDAY, 18th Nov.
PRINZ WALDEMAR	TUESDAY, 18th

ON TUESDAY, the 18th day of September, at Noon, the STEAMSHIP PRINZ WALDEMAR, Captain WALTERS, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To	1st Class	2nd Class	3rd Class
To MANILA	\$20.0.0	\$12.0.0	\$8.0.0
To NEW GUINEA	\$28.0.0	\$18.0.0	\$12.0.0
To BRISBANE	\$28.0.0	\$18.0.0	\$12.0.0
To SYDNEY	\$28.0.0	\$18.0.0	\$12.0.0
To MELBOURNE	\$28.0.0	\$18.0.0	\$12.0.0
To YOKOHAMA	\$20.0.0	\$12.0.0	\$8.0.0
To KOBÉ	\$20.0.0	\$12.0.0	\$8.0.0
To YOKOHAMA & back from KOBÉ to HONGKONG	\$140.0.0	\$100.0.0	\$70.0.0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

To Europe via Australia and Colombo by Imperial

To Europe via Australia and America

(from Australia to New York via Vancouver by the C. P. R. Co's steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For

YOKOHAMA & KOBÉ, PRINZ LUDWIG, WEDNESDAY, Sept. 26.

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA, PRINZ SIGISMUND, WEDNESDAY, Sept. 26.

Do PRINZESS ALICE, WEDNESDAY, Oct. 10.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:-

to London via Plymouth or Southampton

to Bremen

to Paris via Cherbourg

to Naples, Genoa, via Gibraltar

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., Agents.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to guide the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

(AND ALL THE LATEST INTELLIGENCE) (Commercial, Shipping, etc.)

\$17 per Annum (including Postage).

CHINA MAIL OFFICE.

5, WYNDHAM STREET, HONGKONG.

237

Shipping.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO, if sufficient inducement.

THE Steamship KASATO MARU

Tons 6000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to

K. MATSUDA, Manager, Yok Building.

Hongkong, August 24, 1906. 1654

Notice to Consignees

BROOKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBÉ.

THE Company's Steamship Pindari, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF and GODOWN CO., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 28th September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th September, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WELER & Co., Agents.

Hongkong, September 21, 1906. 1834

NOTICE TO CONSIGNEES.

STEAMER OCEANIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London (via s.s. Matapan and Guadalupe) from Havre (via s.s. Matapan) from Bordeaux (via s.s. Frederic Mord) in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 11 A.M., on TUESDAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 24th September, at Noon, will be subject to rent and landing charges, and all Claims must be sent in to me on or before the 24th September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th September, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, September 17, 1906. 1803

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at their risk in the HONGKONG & KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:- From London, via s.s. Mongolia. From CALCUTTA, via s.s. Co. India. From PERSIAN GULF, via s.s. B.I.S.N. and B. & P.S.N. Co's steamers. From BOMBAY, via s.s. Matapan.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative signed at their risk in the HONGKONG & KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 18, 1906. 1614

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER POONA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG & KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 18, 1906. 180

